

4.1 Introduction

Letters and comments received from regional and local agencies and utility providers are listed first, followed by those received from organizations, and comments from individuals. Comments from individuals are listed alphabetically by last name, if known. Anonymous comments are listed last. Responses are numbered and keyed with numbers corresponding to each comment submitted.

Comments have been transcribed from original letters and emails submitted to the City. Comment documents (letters and emails) were transcribed according to their exact content, and as such, the original authors' spelling, grammar, and punctuation have been left intact.

In addition to providing responses to comments, this FEIS also updates and expands content in the DEIS as a result of comments and information received since the DEIS was published. Because this FEIS analyzes a new alternative (Alternative 4—Preferred Alternative), the updated information and its implication on this new analysis have been addressed through presentation of a full FEIS document.



Visioning session in August 2013

Sound Transit

Thank you for the opportunity to review the 185th Street Station Subarea Planned Action Draft EIS (June 2014). Sound Transit supports the 185th Station Area Planning process being undertaken by the City. Sound Transit submitted comments on preliminary draft chapters of the DEIS relating to transportation and land use prior to publication, and our comments were adequately addressed in the DEIS. We do not have additional comments on the DEIS.

Sound Transit anticipates publishing a Final EIS in 2015 on the Lynnwood Link Light Rail Extension project. As you are aware, the preferred alternative identified by the Sound Transit Board in November 2013 included a light rail station at 185th Street. A final decision by the ST Board on the project to be built will be made after the Final EIS is published.

We look forward to a continuing collaborative relationship with the City of Shoreline and working with you on the City's next steps for 185th Station Area planning process.

Regards,

Nytasha Sowers

Project Manager

Sound Transit, Office of Capital Development

401 South Jackson Street

Seattle, WA 98104

Cc: Matt Shelden

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001 Thank you for your letter of response to the DEIS. The City of Shoreline appreciates Sound Transit's support on the 185th station area planning process, and we look forward to our continued collaborative relationship.

King County Metro

Below are King County Metro’s scoping comments on the 185th Street Light Rail Station Subarea Plan/planned action EIS:

King County Metro Transit strongly supports the City of Shoreline’s efforts to leverage development opportunities near future light rail stations through subarea planning around the NE 185th Street Link Station. We believe that high capacity transit should act as a catalyst for growth that enhances the value of high capacity transit and have consistently encouraged Sound Transit to work with local jurisdictions like Shoreline to facilitate Transit Oriented Development (TOD). Preparing a Subarea Plan and Planned Action EIS will lay the foundations for a well-planned, gradual transition of existing neighborhoods into the transit-supportive community appropriate for this corridor.

Because this is a Planned Action EIS, the following comments consist of suggestions for both the Subarea Plan and the environmental analysis, with a focus on the needs of public transportation.

Transit supportive land use: Within walking distance of the future Link station, land use should emphasize higher density housing, employment, mixed uses and community services to build transit ridership and support other non-single occupant vehicle travel. The subarea plans should contain special transit-oriented regulations and/or incentives to encourage less car-dependent lifestyles such as affordable housing with carshare and bikeshare; residential transit passes, un-bundling parking price from the price of rent, parking management, and market-based parking requirements.

002 Thank you for your comment and support for the City’s station area planning efforts.

003 Alternative 4—Preferred Alternative emphasizes higher density housing, employment, and mixed uses and community services within walking distance of the potential light rail station. This transit-supportive land use would build transit ridership and encourage bicycling and walking in the neighborhood. The City is currently developing code provisions that would support implementation of the subarea plan, including potential incentives to encourage less car-dependent lifestyles in the subarea.

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Non-motorized access: Walkability is especially important in the vicinity of light rail stations, therefore all future redevelopment opportunities within the subarea should enhance the pedestrian environment including provisions such as tight street grids, safe and continuous sidewalks, grade separation for pedestrians and cyclists, lighting, wayfinding, signage and traffic calming. Sidewalks along NE 185th Street between commuter parking on the west side of I-5 and the Link station on the east side of I-5 will be particularly important. Bicycle access should be enhanced through provision of bike paths or on-street bike lanes as well as sufficient secure and weather protected bike parking near the Link station.

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Local bus service: The NE 185th Street corridor is currently served by Metro's Route 348. Metro is exploring ways to provide additional connecting service to the future Link station through the study area. The Subarea Plan should prioritize transit access on NE 185th Street and other bus route arterials by including in-lane transit stops and transit signal priority for better transit flow and bus and van access to the light rail station. It should also address in coordination with the transit agencies other transit supportive elements, such as opportunities for passenger facilities and layover. It is also important to coordinate with Community Transit on plans they may have for transit service in and around the station.

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004 Over time, redevelopment and capital improvements programmed through the City's Transportation Master Plan (TMP) would enhance the pedestrian environment with new sidewalks, intersection improvements, street grid connectivity, bike paths and on-street bike lanes and other elements. Sidewalks along NE 185th and between commuter parking on the west side of I-5 and the Link station are in the City's TMP and are part of the improvements under analysis in the Lynnwood Link Extension project. Bicycle parking would be provided at the Link station and also would be a requirement of redevelopment projects.

005 Bus bulbs, signal priority, and queue jumps are among the solutions recommended in this FEIS for N/NE 185th Street specifically. Additionally signalization of the intersection at the light rail station would allow for efficient transit vehicle access to the station.

006 The transportation analysis in the DEIS and FEIS does encompass areas beyond the subarea boundary for motor vehicle traffic and bicycling.

Study area boundaries: The proposed subarea is a ½ mile radius around the light rail station. Due to practical walkability limitations, this distance may be appropriate for land use. However, the study area for transportation should be extended further, especially along important corridors such as 185th Street. For instance, bike access can extend to a three mile radius or greater. Some roads, particularly those east of the freeway could be subject to increased future traffic volumes generated by the station and by subarea and background growth. The plan should improve connectivity throughout the vicinity of the station between Shoreline Town Center to the west and the North City business district to the east.

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Transportation analysis: The analysis should address traffic growth, increased levels of connecting bus service provided by Metro and Community Transit and improved bicycle and pedestrian travel pathways. Specifically, it should measure the impacts to peak period transit flow due to increased traffic to and around the Link station and parking facility. It also needs to identify appropriate mitigation measures to traffic growth such as ways to encourage general purpose traffic to use streets with little or no bus service in order to improve the speed and reliability of local and connecting transit service. The analysis should also address non-motorized access and safety issues including an inventory of sidewalks on arterials and local streets within at least one-half mile of the future Link station.

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- 006 With regard to connectivity from outside the study area, the subarea plan recommends linking up existing and future trail improvements, including the Interurban and Burke-Gilman connector trail project. The plan also recommends separated bicycle facilities (cycle tracks) along the entirety of N-NE 185th Street. A potential shared use path within the right-of-way adjacent to the potential light rail alignment along Interstate 5 also is under consideration. As parcels redevelop over time, the City anticipates construction of new local streets, internal roadways, and alleyways (integrated with redevelopment), which would improve area circulation for all modes.
- 007 Peak period traffic operations and impacts to transit vehicles were analyzed in the DEIS and FEIS. Internal circulation routes as part of redevelopment and parcel consolidation are recommended to allow for vehicle access away from main corridors including N-NE 185th Street. The DEIS and FEIS analyzed existing sidewalks and recommended implementation of the City's Pedestrian System Plan.

We look forward to continuing coordination with the City of Shoreline and Sound Transit to help address the types of transit facilities and service that will be needed to make the sub area plan successful.

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Mike Usen

Senior Environmental Planner
King County Metro

Housing Development Consortium

On behalf of the Housing Development Consortium of Seattle-King County (HDC), thank for the opportunity to comment on Shoreline's 185th Street Station Subarea Planned Action Draft Environmental Impact Statement (DEIS). **When drafting the final EIS, we urge you to thoroughly analyze the impact each alternative's proposed growth type will have on housing affordability to fully explore policies to effectively mitigate these impacts.**

HDC is a coalition of more than 100 nonprofit organizations, private companies, and public partners committed to the vision that all people should have the opportunity to live in safe, healthy, affordable homes in communities of opportunity. HDC is pleased that Shoreline's DEIS expresses a commitment to encourage and promote a variety of housing types and affordability levels. Low and moderate income families are frequent riders on transit; planning for affordable housing near light rail can provide increases in trips and ridership, in addition to meeting the needs of these families.

In setting forth the pattern of residential growth around the 185th light rail station, this planned action plays a tremendous role in determining whether Shoreline residents of all incomes can find affordable homes near their work, school, transit, and other services. Therefore it is vitally important that the City

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008 Thank you for your comments.

009 Thank you for your comments and interest in Shoreline's 185th Street Station Subarea Planned Action. The City of Shoreline is fully committed to expanding equitable and affordable housing opportunities in the community's two station areas along the potential light rail transit alignment.

Chapter 3, Section 3.2 of the FEIS provides analysis of the alternatives and anticipated resulting opportunities for more affordable housing relative to each. The City of Shoreline's policies and regulations related to affordable housing, including those of Chapter 20.40.230 of the City's Development Code are summarized in Section 3.1.

Briefly summarizing the analysis, the City anticipates that Alternative 4—Preferred Alternative would provide the most opportunities for housing choice and affordability over time compared to all other alternatives, including Alternative 1—No Action, Alternative 2—Some Growth, and Alternative 3—Previous Most Growth.

analyze in detail the affect that each alternative would have on housing affordability and plan mitigation strategies to ensure shoreline meets the housing needs of low to moderate income levels.

Specifically, HDC urges you to analyze these different alternatives based on the type of construction that will result and the impact of different scenarios on land costs. We then ask you to consider an array of development incentives and other tools that could help mitigate upward pressure on the cost of housing for Shoreline's low and moderate income families as the City grows and welcomes light rail.

❖ Construction Type

The type of construction, which varies based on building size, can have a significant impact on the cost of new housing. For example, wood frame construction (4-6 stories tall) is often more affordable to produce than steel and concrete construction (6 or more stories tall). **When comparing the alternatives for growth, the City should consider these factors.**

❖ Land Costs & Transit Access

Aligning residential growth with transit access has tremendous environmental and social benefits. However, this form of growth can also place extreme upward pressure on housing costs. Across the country, and here in King County, light rail stations have led to exponential increases in land costs. While smart housing policies can, and should overcome this barrier to affordable housing, it is nevertheless worth close analysis. **When comparing and analyzing alternatives for growth, the City should consider how land prices will change in order to plan effective mitigation strategies for affordable housing.**

❖ Mitigating Impact

With the right level of incentives, Shoreline can attract residential development affordable to range of incomes, including those most in need. A variety of tools can help Shoreline meet the needs of low and moderate income households as the City plans for growth around light rail stations, including:

009 While it is not possible to predict exactly how land values would be affected by the proposed change in zoning, the analysis in Section 3.2 cites several case studies in transit-oriented development and resulting changes in land values.

010 Thank you for your comments and interest in Shoreline's 185th Street Station Subarea Planned Action. The City of Shoreline is fully committed to expanding equitable and affordable housing opportunities in the community's two station areas along the potential light rail transit alignment. Transit-oriented development (TOD) inherently reduces household costs by providing residents with a lower cost alternative to transportation. As such, there is great synergy in locating affordable housing within station areas as part of TOD projects.

In addition to current Code provisions, the City is exploring a variety of methods to encourage and incentivize affordable housing. Draft Development Code regulations for the 185th Street Station Subarea Plan

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- Density Bonuses
- Incentive/Inclusionary Zoning
- Development Agreements
- Reductions in fees and other regulations
- Permitting priority, streamlining, or flexibility
- Reduced parking requirements
- Multifamily Tax Exemption (MFTE)
- Transfer of Development Rights for Affordable Housing (TDR)

Many of these incentives allow nonprofit housing providers, in addition to market-rate developers, to provide affordable housing for Shorelines low and modest-wage workers and families. Appropriately crafted incentives harness the power of the marketplace to produce affordable homes with very limited public investments. Development incentives are proven to stimulate affordable homes in a mixed-income setting, and, when implemented well, they allow communities to increase the supply of affordable homes, support workforce and economic development, and reduce sprawl, traffic congestion, and pollution. The resulting homes enable residents to benefit from urban reinvestment and connect to emerging job centers, transit stations, and opportunity networks.

A strong incentive zoning policy is one extremely important tool for addressing affordability near light rail stations and a recommendation of PSRC's Growing Transit Communities Strategy. As a signatory of the Growing Transit Communities Compact, Shoreline should consider incentive zoning in its high-capacity transit station areas. **When drafting your final EIS and other guiding documents pertaining to the 185th light rail station subarea, we urge you to emphasize the importance of applying a strong affordable housing incentive zoning program and other development incentives concurrently with any proposed zoning changes.** A lack of concurrency between growth and development incentives can lead to missed opportunities for public benefit.

Acknowledgement of affordability impacts and specific discussion of mitigation strategies will make your final EIS a strong document. It should be possible for working people in Shoreline to afford housing and still have enough money left

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Include a variety of incentives and mandates for affordable housing. In addition the City would partner with other organizations to promote greater housing choice and affordability.

Other incentives include the transportation impact fee ordinance adopted by City Council in August 2014 that included an exemption for affordable housing. The City is also considering other incentives for developers to include affordable units in projects.

Alternative 4—Preferred Alternative proposes mixed use development throughout the station area, which creates economies through shared costs for parking, building operation, maintenance, and security.

011 Thank you for your input and support. The City is in agreement with HDC's perspectives.

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over for the basics like groceries, transit, and child care. Planning for affordable housing near your 185th light rail station will help make this vision a reality.

We look forward to continuing to work with you as much as more clarity is developed for affordable housing strategies in the final EIS. HDC will continue to closely monitor this process and provide public comment as it progresses. If you have any questions about our comments, please feel free to contact me at Kayla@housingconsortium.org or call (206) 682-9541.

Kayla Schott-Bresler
Policy Manager

North City Water District

Thank you for allowing us an opportunity to comment on the Draft EIS for the above referenced project. Our major comment/concern is the large number of errors/incorrect assumptions about the North City Water District that are included in this draft EIS. This could be corrected/updated with a sit down meeting with our utility. This open dialogue, in person, will save considerable staff and consultant time as the City plans for development of the new transit stations.

Other than the public notice that recently went out by the City of Shoreline, our utility has not been contacted by the City to provide comments or suggestions about any draft plan. To date, District staff members have been doing utility locates for Sound Transit for many weeks. We are aware the agency is considering several alignments, width alternatives, and different facility size locations associated with light rail station projects. Depending on which options are selected, the project could impact the water services to our District. For example the District's new Supply Station 4 completed in 2012 appears to be at the entrance to the proposed parking garage in Sound Transit's preferred alternative route for the Lynnwood Link. Relocating that station and dealing with dead end lines on some existing water mains would be very expensive. The cost of these options will be provided to

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012 Thank you for your comments and the additional information you have provided for the FEIS. We apologize that there was not an opportunity to coordinate more closely with the North City Water District during preparation of DEIS. Although attempts were made to gather information from the District, it appears that clear and updated information was not obtained. Your input at this time gives us the opportunity to correct the information in the DEIS and expand upon the analysis as part of the analysis of Alternative 4—Preferred Alternative and other alternatives in the FEIS.

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The City of Shoreline selected Alternative 4—Preferred Alternative to be further studied in this FEIS and also is exploring phased zoning, described in more detail in Section 3.1 of this FEIS. Alternative 4 would place more demands on the public water system and water facilities than the other alternatives previously analyzed in the DEIS. Refer to Section 3.5 of the FEIS for more information.

Sound Transit as part of their design consideration for this station, but estimates should be considered now.

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The following errors should be corrected in the final EIS and are listed by page:

Page 3-199:

- The text has several references to 509 pressure zone. It should be the 590 pressure zone. Obviously, there is an 89 feet pressure difference between a 509 and a 590 pressure zone.
- Reference is made to table 3.5-1 and a 2030 projected system deficit of 3 78 gpm. Attachment 1 is the upgraded contract North City Water District has with SPU as of March 2013. The contract supply limit is now 3330 gpm and all references to water supply need to be changed to reflect this new contract amount. We do not have a deficit with our contracted supply. The final paragraph on this page discusses a deficiency in source capacity which is no longer accurate and should be deleted.

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Page 3-200:

- Table 3.5-1 needs to be changed to reflect the new source of supply and correct the deficit amounts.
- Improvements 1, 2 and 3 have all been completed since the Water System Plan Update was adopted by the District. CIP #14 was completed in 2012. Items 2 and 3 were completed in 2013 and are shown in Attachment 1.

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Page 3-201:

- North City Water Districts owns two reservoirs in the area which contain 5.7 million gallons. We demolished our 0.4 mg reservoir in 2011.

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013 Thank you for this information. The analysis in this FEIS is focused on utility requirements associated with potential future redevelopment and not specifically to the construction of the Sound Transit light rail station. However, it is acknowledged implementation of the light rail station would need to mitigate impacts to the water system, and such mitigation would therefore have implications on future services. The Lynnwood Link FEIS is scheduled to be published in 2015 and would include analysis related to their preferred option for the station.

014 All references to 509 have been changed to 590.

015 Table 3.5-1 has been updated to reflect the new withdrawal rate from SPU. Information on the source of supply also has been updated.

016 The descriptions of these source improvements have been revised to indicate their recent completion.

Page 3-202:

- The storage deficiency was corrected with the contract approval with the attachment 1. This allowed the District to have two different water sources, thus decreasing the required storage. This reference needs to be updated.
- The pressure zone is identified as 509 but should be 590 zone.
- The third paragraph, first sentence is incorrect. We did not install a 3rd booster pump station. We installed a 4th supply station. Second sentence should be changed to read "With the two booster pump stations and the new supply station,.... The reference in the last sentence to our contractual amount is incorrect. As shown in Attachment 1, we have 3330 gpm we can withdraw from SPU. How and where we do that is up to us to decide.
- 4th paragraph second column, last sentence is incorrect. It should read, in order to ensure adequate fire flow within the system, prior to starting a new development, the applicant is required to apply for a Certificate of Water Availability. Once the application is complete and the fees paid, the District will conduct a Fire Flow Analysis using a computer hydraulic model to determine the amount of flow and pressure available at the property in question. If the result of the analyses indicates there is sufficient fire flow, the Certificate of Water Availability will be issued to the property owner. If the result of the analyses indicates there is insufficient fire flow, improvements will be required.

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017 Information related to water reservoirs has been updated to show 5.7 million gallons of storage and removal of the 0.4 mg reservoir.

018 The reference to storage deficiency has been updated based on the District's comments.

019 This paragraph has been corrected to reflect the additional supply station and not the 3rd booster pump, as well as the additional source of supply

020 The fourth paragraph has been corrected to reflect the description of fire flow analysis provided, based on the District's comments.

021 The number of customers has been corrected to: "over 100 customers west of I-5."

Page 3-203:

- In the first paragraph, the number of customers west of I-5 is indicated as small. The District has over 100 customers west of I-5. Need to remove the reference to "small."

021

- Table 3.5-3 identifies “Shoreline Water District.” It should be changed to “North City Water District.” Also, here is information for 2011 and 2012.

	2011	2012
North City Water District	140	139
Wholesale Average	165	172
Seattle	128	130

- The reference for commercial water use in a study completed by Pacific Institute is great, but we recommend you ask us for actual commercial customer information. As a member of the Seattle Operating Board, we are well aware of how the commercial water use patterns change, within the Seattle regional system. A local number would be more appropriate.
- In the second paragraph down, there is a reference to “North Creek Water District.” Our name is “North City Water District.”

Page 3-216:

- Paragraph 2. As shown in Attachment 1 and discussed earlier, our contractual requirements are 3,330 gpm for all our water sources from SPU.

Page 3-218:

- Alternative 2, second sentence. References is made to the 30” transmission main. This steel main was installed in 1955 and its age should be considered in light of future development. It may require replacement at some time. We do not have information about any problems with the line as it is owned by SPU; coordination should be made as to the timing of the replacement of this line.
- Table 3.509, last row heading should be “Total of Both Water Systems” not “Districts” as shown.

022 Table 3.5-3 has been updated for 2011 and 2012, and the District’s name has been corrected.

023 Commercial water rates were updated based on information obtained from North City Water District in a meeting held October 6, 2014.

024 This correction has been made.

025 Paragraph 2 has been updated to show 3,330 gpm for all the District’s water sources.

026 Reference to the 30” transmission main has been updated to describe the age of the pipe and the need for future evaluation with development along N 185th Street.

027 Table 3.5-9 has been updated to indicate a “Total of Both Water Systems.”

Page 3-219:

- First paragraph, reference TAZ 38. While this TAZ is between the SPU and North City Water District water systems, it is still within the SPU service area. Any and all improvements made to TAZ 38 should be made in coordination with SPU. 028
- Second paragraph, second sentence. In order to adequately provide fire suppression, these mains “may” need to be upsized, not “will” be upsized. The amount of upsizing of the mains will not be known until extensive hydraulic modeling is done of the area. 029
- Alternative 3—Most Growth. The same comments as mentioned previously regarding the age of the 30” transmission main should be discussed here. Depending on the maintenance information of this line, it may need to be replaced when all the laterals will also be replaced. All references to TAZ 38 should be made referencing SPU. 030

Page 3-222:

- Capital projects item 1a—the pump station project is expected to start in the fall of 2014 and will take 15 months. 031
- Capital projects item 1b—this project has been completed. 032

Page 3-223:

- Item 2, paragraph starts midway through the page and then continues to column 2. After the following paragraph, the discussion continues back at column 1. It is very confusing. 033
- Item 3 was completed in 2012. However, with the proposed design by Sound Transit, this recently-completed capital project will have to be relocated elsewhere wet of I5. 034

- 028 The statement about TAZ 38 has been updated to indicate that the zone is served by Seattle Public Utilities (SPU).
- 029 This paragraph has been updated to indicate that the mains “may” need to be upsized. Reference to the need for hydraulic modeling to confirm specific upsizing requirements has been added.
- 030 Reference to the 30” transmission main has been updated.
- 031 Capital improvement project (CIP) 1a has been updated to show 2014 as the start date and a projected 15 month duration.
- 032 Capital project 1b has been noted as completed.
- 033 The formatting for item 2 in the paragraph has been adjusted for better readability.
- 034 Item 3 has been corrected to indicate it was completed in 2012, and that it could be affected by potential light rail related implementation.

Page 3-224:

- Item 4 was completed in 2013 as part of a public private partnership with a developer.
- Item 6 is identified to be completed in 2026. However, as capital projects are constructed, the district will look at each of the dead end fire hydrants to determine if we can incorporate a hydrant replacement as part of another project. In that case, the projects will be built before 2026.

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035 The FEIS now notes this item as being recently completed.

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036 The Item 6 description has been modified to include this statement: as capital projects are construction and new developments are proposed, the North City Water District would analyze each of the dead end fire hydrants to determine if a fire hydrant needs to be replaced or upgraded as part of another project. In these situations, fire hydrants would be improved before 2026.

Page 3-230:

- Table 3.5-12 identifies 491 feet of 12 inch main to be replaced. This was completed in 2012 and therefore, the table should reflect 0.
- In the end of the following paragraph, this was project was completed and should state that.
- Last sentence in the following paragraph refers to “rezoning alternative.” Public water systems are not designed to meet zoning requirements . They are designed to meet the land use type. If we were to design to a particular zoning, the water system could be upgraded to first an 8” water main, then potentially something larger like the 12” water main when the zoning is changed a second time. It is not cost effective for the rate payers to pay to install then upgrade the water main twice imply because the zoning changes. The District will then consider the potential future project improvements when the land use is adopted and when our water system plan requires updating. If the City or a developer would like to have us do the hydraulic modeling sooner, we may be able to accommodate through a financial arrangement. However, any projects identified will have to be adopted as part of the planning process to be able to use public funds.

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037 The FEIS indicates that the 491 feet of pipe upsizing was completed in 2012, and the table has been updated.

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038 The FEIS indicates that the project was completed.

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039 This paragraph was altered to state that: “improvements were based on a visual analysis, and the study only shows the potential demand on the system if the subarea is completely built out to the adopted zoning code.” Zoning is the regulatory instrument by which land use development is implemented. Land uses allowed by zoning are a good basis for planning of potential capital

Page 3-231:

- The first paragraph references the quantity of water mains that are expected to be upsized. This may not be required but until an extensive hydraulic modeling analysis is completed, we cannot be sure.

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- Alternative 3: the first two references for the TAZ 24 and 26 should be TAZ 124 and 126.
- In the last sentence on the same paragraph, there is a reference to “storage reservoirs serving the community.” When there is a large demand change such as what the City is considering, the reservoirs servicing each “pressure zone,” not “community” needs to be evaluated. Reservoirs such as the Richmond Highland Tanks in the SPU area are the only reservoirs in the SPU system for the 590 zone which extend far beyond the proposed transit station.

In the District’s current water system plan, there are several projects that were identified in the 10 year CIP that are located in the subarea which we have been able to complete or are in the process of completing. This acceleration in our CIP can directly be attributed to our public private partnerships and the Drinking Water State Revolving Fund loans we recently obtained. With the exception of some dead end water mains that we will evaluate in the future, we will have no capital projects that will be required under Alternative 1—No Action, Existing Zoning Map.

We have not undertaken the extensive hydraulic modeling that would be required to determine the cost of the capital projects required to meet the land use for Alternative 2 and 3. If the new land use is adopted in the next several years, when the District updates its water system plan, we can calculate the cost at that time. The modeling effort not only identified which areas need what improvements but it also identifies a schedule in which the improvements should be made to have the least impact on the ratepayers and the developers. The district can’t upsize a main for future development too early, otherwise we could run into significant water quality concerns for existing customers.

To reiterate, I would suggest that some members of the City staff meet with both SPU and North City Water District to discuss these proposed changes to the City’s land use which could simplify the draft EIS that we are currently reviewing. We can eliminate a substantial amount of information included in the final EIS that is unneeded, and more accurately look at the impacts of the alternatives. Thank you for considering our comments. **Diane Pottinger, PE**, District Manager

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039 facility improvement needs, along with housing and employment projections based on growth forecasts (presented in Section 3.2). Hydraulic modeling performed by the District should consider the potential build-out over the next 20 years after zoning is adopted (or the District’s typical planning horizon) to determine specific capital improvement projects that would be needed to support the growth.

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040 This paragraph has been modified to indicate that recommended improvements are based on a planning-level analysis. Specific hydraulic modeling by the District would be necessary to confirm specific improvement needs to serve growth.

041 The reference to TAZs 124 and 126 has been corrected.

042 The FEIS states that the storage reservoirs service the applicable pressure zone instead of the community.

043 Thank you for reviewing the DEIS and providing updated information, as well as for meeting with our team to coordinate on the FIES.

Ronald Wastewater District

Thank you for the opportunity to comment on the 185th Street Station Subarea Planned Action Draft Environmental Impact Statement.

Page 3-204; 3.5.1.b Wastewater; Service Provider, Par 1: Ronald Wastewater District is currently a municipal utility governed by elected officials. A more clear explanation might be, " ... which will make the wastewater system a City-owned and operated utility."

Page 3-206; Wastewater Collection Systems, Par 1: Where is the 3,200 feet of sewer main located that are of "undetermined diameter"? Please let us know.

Page 3-206; Wastewater Collection Systems, Par 2: The sanitary sewage collection system in 5th Avenue NE ultimately connects to the KC [King County] treatment system, not the Edmonds treatment system.

Page 3-206; Wastewater Collection Systems, Table 3.5.4: Lift Station 8 is not in the "185th Street Station Subarea Planned Action" map, page 1-16. Lift station 14 primarily serves homes outside of the "185th Street Station Subarea Planned Action" area. Lift station 15 has a stand by generator.

Page 3-220; Table 3.5-10: The table predicts a 508% increase in sewer demand. This increase will need to be verified by adjusting the District's hydraulic model after the City has finalized its land use designations for the subarea. The District's Capital Improvement Plan would then be updated to reflect any new projects required.

Page 3-225; Wastewater: Reference is made to North City Water District under "Wastewater." The reference should more accurately be to Ronald Wastewater District.

Page 3-232; Wastewater; Table 3.5-15: Lift Station #14. See Page 3-206; Wastewater Collection Systems, Table 3.5.4 above.

044 The FEIS includes the clarification that: "A joint merger between the City of Shoreline and the Ronald Wastewater District is currently under way, which would make the wastewater system a City-owned and operated utility."

045 The 3,200 feet of sewer main of undetermined diameter was identified based on City of Shoreline GIS data. This statement has been removed from the text (assuming this line does not exist if the District is unaware of its presence).

046 The 5th Avenue NE sewage collection system description has been corrected to indicate its connection to the King County treatment system.

047 Lift Station 8 is identified in the mapping in the FIES. Lift Station 14 appears to be within the subarea and as such is included in table. Lift Station 15 has been corrected.

048 The paragraph has been revised. Recommendations for alternatives in the FEIS are based on a planning-level analysis of the system and review of supply and demand presented in the most current Comprehensive Plan for the

Below are some general comments:

There are major Washington State drainage facilities along I-5 that drain to local water courses that possibly should be shown and/or commented on.

051

The table of contents should list tables and figures.

052

The District's lift station 15 is in the subarea.

It's overflow line terminates at the proposed site of the Link Light Rail Station where it would discharge into the I-5 drainage course.

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Increasing the pumping capacity and size of Lift Station 15 will require upsizing of the forcemain and gravity lines downstream from the lift station which are outside of the subarea. Hydraulic modeling would need to be done based on changed land use designations.

There are sanitary sewer lines in the subarea that under the current land use designations, once built out, would be hydraulically overcapacity.

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Michael U. Derrick
General Manager

048 Ronald Wastewater District. It is anticipated that the District would conduct updated hydraulic modeling as part of ongoing comprehensive planning and this would confirm the specific capital improvement projects needed to support the adopted zoning and corresponding land uses in the Subarea Plan.

49 The reference to Ronald Wastewater District has been corrected.

50 Table 3.5-15 has been updated; Lift Station 14 appears to be within the vicinity of the subarea and is included in the table. It appears TAZ 79 and part of TAZ 127 discharge to Lift Station 14.

51 The presence of these facilities is unknown based on available mapping, but the FEIS references their possible existence.

52 The FEIS table of contents includes lists of figures and tables.

53 The District's Lift Station 15 has been referenced to discharge into the proposed location of the 185th Street Station. A reference to upsizing force and gravity mains from Lift Station 15, outside of the subarea has been added in the FEIS

185th Station Citizens Committee (185SCC)

We urge the City to emphasize walkability and bike-friendly traffic corridors as a center stone to the design and planning of traffic flow and road design of the light rail station area. In addition, the City needs to be a strong advocate in leveraging bus service to the light rail station. The City needs to press Metro and leaders at the county, state and federal level for robust bus service connecting surrounding areas (Lake Forest Park, North City, Richmond Beach, Aurora Village, Aurora Avenue, Meridian Park) to the light rail station.

055

Shuttle buses should be considered as an option. The only way we can ensure that traffic (single occupancy automobiles) don't clog up our streets and decrease the quality of our neighborhoods, is by ensuring alternative modes of travel to the station are built into the design of the subarea plan.

056

Additionally we feel that overall there is a lack of consideration of the impacts of increased traffic from Lake Forest Park, Kenmore and Edmonds. The impact on Perkins needs to be studied further – both in the context of a bicycle connector to the Burke Gilman Trail and also as the main Arterial connection from LFP and 15th. Many of us also feel strongly about 188th as a cut through. As was stated it would be in the initial discussions about a Mobility Study (map/arrows), This cut-through needs to have mitigation, No turn lane from 15th, hairpin turn coming south on 15th, blind rise and corner, narrow. At present cars go too fast on this road and use it as a cut through. This needs to be looked at in terms of pedestrian safety with mitigation such as signage, stop sign, roundabout, snaking the road, speed bumps or other considerations.

057

54 The FEIS reflects this potential for this overcapacity condition with implementation of any of the action alternatives, and in particular with Alternative 4—Preferred Alternative, toward full build-out.

55 This vision is consistent with that of the 185th Street Station Subarea Plan and the plan includes recommendations and provisions that encourage and promote development of walkable, bike-friendly neighborhoods surrounding the light rail station.

56 The City would continue to coordinate with King County Metro and other agencies, as well as leaders in county, state, and federal jurisdictions to encourage robust local bus service connecting to/from the light rail station.

57 In 2016, the City will develop a Transit Service Integration Plan that will examine coordination of existing services, and potentially introduce new options.

58 The traffic forecasts prepared for the FEIS considered growth outside of Shoreline. These forecasts do not predict a major increase in vehicle traffic on Perkins Way in the vicinity of the study area as a result of

There are also many places where crosswalks could be put in soon, prior to any future development that would help with car pacing/speed, protect pedestrians and begin to set the tone of the even more walkable neighborhood that is in our future. 2 examples where this would help: Intersection of 10th and 180th (4 way stop that should have crosswalks on all 4 sections) and also 10th and 188th. Having a crosswalk at 10th and 188th would help to connect pedestrians to the green space under the power lines, the informal walking path there and perhaps more importantly would be a half-way visual reminder for vehicles that travel well above the speed limit on 10th between the stop signs at 10th Ave NE/NE 185th and 10th Ave NE/NE 190th. Those are also key intersections that will need to be looked at further, 5 way stop at 10th/190th and the much travelled intersection of 10th/185th. Currently most cars roll the stop sign, many don't Yield and travel far too quickly through this intersection.

059

Also, 5th Ave NE needs to be studied further. On the West side of the freeway as a connector from 205th, it will be the most logical path for many Edmonds and MLT commuters to the proposed parking garage. Straightaway, easy to speed, a place where many kids catch the bus, goes through the bike path connector at 195th. From turning on to this street, to speed, this road should really be studied further.

060

5th Ave NE on the East side of I-5 needs to become a complete street! Sidewalks, better lighting, crosswalks. 5th Ave NE is the main North – South connector for the 2 Light Rail stations, has current bus service (and should be a connector North/South for future bus service and for bus service to North City), will be a major connector to the station from cars connecting to/from I-5 at 175th, and connects to one of our best “3rd Places” that is the Shoreline Library.

061

Additionally, 5th Ave NE will connect to current and future development at 165th where the Crest Theater is and where future development will happen.

58 changes in land use/zoning. Much of the increase in traffic would be along N/NE 185th Street, Meridian Avenue N, portions of 5th Avenue NE, 1st Avenue NE, and N/NE 175th Street. Additionally, the parking garage demand from residents in cities east of the station is not large enough to have substantial impact on vehicle volumes along Perkins Way. Any specific impacts from light rail implementation would be addressed in the Lynnwood Link Extension FEIS. The land use impact analysis conducted as part of the 185th Street Station Subarea Planned Action FEIS did not conclude the Perkins Way would experience a substantial increase in traffic from changes in land use/zoning.

59 Regarding 188th Street, the FEIS recommends that the City utilize its traffic calming program to identify potential methods to prevent cut-through traffic. A specific traffic calming measure has been identified in the FEIS for mitigation. Although the NE 188th Street/10th Avenue NE and NE 190th Street/10th Avenue NE intersections are not identified for specific mitigation improvements, the City should monitor conditions to determine if treatments are needed to facilitate

General reaction/summary to Transportation section from one of the 185SCC members, Barbara Guthrie:

Before I got into the meat of the DEIS, I was skeptical that not widening 185th St to four lanes of thru traffic would work. However, after looking at all the stats, intersection improvements, etc. I am more optimistic that it could work. I also appreciate the City's desire to keep the street trees (they do provide a nice canopy). In addition, acknowledging the impact to the surrounding neighborhood if this two lane street were converted to four lanes, the DEIS indicates other mitigating measures would be tried to improve traffic flow before they add additional thru lanes (page 3-159). I think that is the best approach.

I have added comments from a bicyclist's point of view (being a former bike commuter) and the need for alternative east/west connections, for bicyclists especially. My husband and I do a lot of walking in the area, so I also have added some comments from a pedestrian's point of view.

Traffic flow (intersections/streets)

- At present, N. 175th, W. of I-5 and Meridian Ave N., N. of N. 175th St, are already near capacity. The intersections of N. 175th/Meridian and N. 185th/Meridian would soon fail the Level of Service (LOS) goal of "D" with the addition of traffic. Under the "no action" alternative, projections indicate these two areas would fall below LOS"D".
- Page 3-135 lists the traffic improvements to enhance traffic flow on N. 185th St, Meridian Ave N. and N. 175th St. What is not mentioned (except on page 3-160 under alternative 3-most growth) is the need on Meridian Ave N. for a right-turn lane (or pocket) on the Northbound approach to N. 185th street. Cars moving North on Meridian will need to turn right to go to the station. Without this lane, traffic would be backed up. This right turn pocket is mentioned on page 3-140 but it seemed to be a mitigation for increased traffic due to future rezoning and development and not for traffic

- 59 bicycle/pedestrian use. These intersections also may also be a target locations for enforcement given the observations mentioned. As the neighborhood grows, the City should monitor these intersections to determine if signalization might be needed in the future as a traffic control measure.
- 60 In the FEIS, 5th Avenue NE was recommended to be monitored for potential speed enforcement measures. The FEIS also recommends that 5th Avenue NE be upgraded according to the TMP, with full bicycle lanes and sidewalks.
- 61 The FEIS recommends full implementation of the bicycle and pedestrian system plan improvements from the TMP, including bike lanes and sidewalks along the entirety of 5th Avenue NE.
- 62 Thank you for your comments and insights.
- 63 The FEIS analysis anticipates that the LOS at the N 175th/Meridian and N 185th Meridian intersections would be would be at the D level. By 2035 under any of the alternatives, including Alternative 4—Preferred Alternative, the 185th/Meridian intersection would fall to the E level.

062

063

064

going to the light rail station. I just want to make sure it is included as something that needs to occur simultaneously with the building of the station.	064	63	Refer to Section 3.3 of the FEIS for recommended improvements for these intersections.
<ul style="list-style-type: none"> On page 3-159 it is noted that the City might look to revise its concurrency standards to allow for LOS E in certain situations. I don't agree with this. We should only allow LOS D. If an intersection falls below this, we will need to make the changes necessary to improve the traffic flow. We don't want to support traffic congestion with it's adjunct of increased emissions and noise. 	065	64	Potential impacts and needed mitigation related to the light rail station construction are addressed in the Lynnwood Link FEIS. For the analysis in this FEIS related to potential rezoning and future redevelopment, the projected right-turn volume for this particular northbound approach is 105 vehicles in 2035. The TMP already recommends a reconfiguration of the intersection to allow for a shared right-turn/through lane and a dedicated through-lane. This would provide the capacity needed to allow for vehicles attempting to access the station.
<ul style="list-style-type: none"> Page 3-161 notes that traffic calming measures will be put in place on local streets to prevent cut-thru traffic to the station and to new development. This is very important and those neighborhoods adjacent to the station (Echo Lake, Meridian, North City) should work with the City to gather new data, solicit input and update their respective Neighborhood Traffic Safety Action Plans once the station is "live". 	066		
<ul style="list-style-type: none"> N. 200th St is not mentioned in the DEIS since it is outside of the study area. However, no doubt this street will be impacted by traffic going to the station as it is a natural flow from Aurora to Meridian, and then South to N. 185th. How will this increased traffic be mitigated? 	067	65	Mitigation measures include transportation demand management and other strategies to reduce vehicle demand before capacity must be added. The recommendation for a potential standard of LOS E is to prevent added capacity from inducing auto demand which can increase emissions and noise. A change in the LOS standards is an element that would be addressed during the next TMP update.
<p>Bicycle and Pedestrian Facilities</p> <ul style="list-style-type: none"> The DEIS notes that there have been bicycle accidents at NE 175th and 5th NE, N. 175th and Meridian and N 185th and Meridian. The projected increased traffic flow would increase probability of more accidents along N. 175th and N. 185th. This suggests an alternate East-West bike route is needed that would remove bicyclists from the heavily congested arterials. 	068		

- | | | |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"> Below are listed possible as well as improbable E-W corridors: <ol style="list-style-type: none"> The N. 195th corridor is becoming part of the connector for the Interurban Trail and the Burke-Gilman Trail. East of the pedestrian/bike bridge (that will be rebuilt by Sound Transit), it will continue along Perkins Way to Lake Forest Park. Even though Perkins Way is outside of the DEIS study area, this is an important link to LFP and the light rail station. Is LFP conducting a traffic study regarding traffic flow to the light rail station? Will there be increased traffic on Perkins Way? If so, how does this bicycle connector link between two major regional bike trails also accommodate more car traffic along this narrow, windy road? | <div style="border: 1px solid black; padding: 2px; width: 40px; margin: 0 auto;">068</div> | <p>66 Comment acknowledged.</p> <p>67 This facility was not identified for analysis during the environmental scoping that was completed for this planned action EIS in 2013.</p> <p>68 Regarding the potential for increased traffic on Perkins Way, while travel models forecast limited growth in vehicle traffic along Perkins Way, the FEIS includes a recommendation to monitor Perkins Way to determine the need for facilities that can accommodate bicycles and improve bicycle safety beyond the recently installed bicycle signage.</p> |
| <ol style="list-style-type: none"> The DEIS depicts a separated bike lane on N/NE 185th (figure 3.3-17). Hopefully the street right of way will allow this separate lane, ensuring bikers are safe from vehicular traffic. This should be a safe and viable East/West connector as long as there is a barrier between bicyclists and automobile traffic. | <div style="border: 1px solid black; padding: 2px; width: 40px; margin: 0 auto;">069</div> | |
| <ol style="list-style-type: none"> I propose that N/NE 180th be explored as an alternate East/West connector for bicyclists and pedestrians alike. It would remove bikers and peds from congested streets. A new pedestrian/bike bridge would have to be built over I-5, and funding would inevitably be an issue, but it would help immensely to have this alternate E-W route. Going West, the route would take you through Cromwell Park and link with the Inter-urban trail. Going East, one could go N. or S. on 5th or 10th NE., linking to the light rail station or to North City. | <div style="border: 1px solid black; padding: 2px; width: 40px; margin: 0 auto;">070</div> | <p>69 A cycle track is recommended for N-NE 185th Street as is included in initial conceptual designs for the study area. At a conceptual level, it appears that the cycle track and improved pedestrian improvements on both sides of the street would require easements along 185th for construction. The City would further studying potential improvements and right-of-way needs in a future corridor plan.</p> |
| <ol style="list-style-type: none"> N/NE 175th should not be considered as either a bicycle or pedestrian route. In order to do so, the ramps onto I-5 would need to be restructured so that pedestrian safety would be ensured. My husband and I stopped walking on this street solely due to the dangerous traffic around the I-5 ramps. Why should we encourage | <div style="border: 1px solid black; padding: 2px; width: 40px; margin: 0 auto;">071</div> | <p>70 With Sound Transit already funding reconstruction of the 185th Street bridge and the 195th Street pedestrian bridge, there would be limited funding available for a third</p> |

5. pedestrian and bicycle traffic on an already congested road and one that will only become more dangerous and congested?	071	70	pedestrian/bicycle connection across I-5. That said, the City could continue to monitor the potential need for this additional crossing over the long term as the neighborhood redevelops and could consider exploring potential funding opportunities if needed.
6. Although outside of the DEIS study area, another safe East-West corridor for bicyclists and pedestrians should be explored south of N/NE 175th.	072		
• Safe North-South corridors are also mandated for bicycle and pedestrian traffic. I have listed them below.			
1. The Interurban Trail The western most N-S connector in the study area		71	N-NE 175th Street is included in the TMP as part of the bicycle and pedestrian system plan. During the TMP update process, this street should be re-evaluated as a suitable bicycle path.
2. 5th NE This should be re-engineered as a complete street, with sidewalks and bike lanes. Alternatively, as is suggested on page 3-162 that "increased traffic along 1st NE and 5th NE may necessitate a dedicated path along the I-5 right-of way near the proposed light rail alignment". If this is the case, and 5th NE is already being moved to accommodate the train, why not build this path now? It makes the most sense, and is the safest way to move bicyclists and pedestrians North and South along this corridor.	073	72	Thank you for your suggestion. The City would take this into advisement during the future TMP update process. The NE 145 th Street station area planning process is evaluating pedestrian and bicycle needs in the vicinity of that potential light rail station.
3. 10th NE should become a complete street with sidewalks and separate bike lanes. This is a wide corridor and should be able to accommodate these facilities. In addition, 10th NE is part of the re-zone corridor proposed in alternatives 2 and 3. If we are adding the potential of more density along this stretch of roadway, we should put the infrastructure in place to protect foot and bike traffic.	074	73	Comments acknowledged. 5 th Avenue NE is viewed as an important N/S connection. The potential need for the dedicated path is mentioned in the FEIS and the City would continue to monitor this need once the station is implemented. Funding does not currently exist for building this path in the near term.

Buses

- We all know that lack of steady funding for Metro bus service is a perennial issue. However, East/West transit connections to the station will be essential in order to mitigate traffic congestion on N. 185th, Meridian, N. 175th, 15th NE and other area streets. We will all-city, county, citizens-have to put pressure on the legislature to address the issue of public transit funding.
- Consider the idea of shuttle buses to enhance/expand the bus/light rail station connections. I can envision shuttles running between the LFP Towne Center and the future PT Wells development. I can also envision a large loop between Aurora Transit-Center-N 175th-North City-light rail station-N 185th. Would shuttles make financial sense, offer more flexibility, be more efficient? I note that the Ridgcrest Neighborhood Assoc. also promotes the idea of shuttle buses to bring commuters to the N. 145th light rail station -. I quote, "Implement a robust shuttle system from park and ride lots and area business hubs."

075

Parking

The 500 capacity parking garage in the Sound Transit proposal for the N. 185th station should also be able to serve the Shoreline Stadium for parking for sports events. We'd also like to encourage the City to work with Sound Transit to make the parking garage as cosmetically beautiful as possible. Exterior plantings, greenery on the walls/outside facing the freeway. As people wait for Light Rail this is what you will see looking across the Freeway. Making it look as pleasing as possible and fitting as compactly into the hillside as possible is best for Shoreline. Anything that can be done materials-wise to make it less reflective of the sound of the freeway would benefit the overall experience of Light Rail travelers as well as the residents in the Station Area.

076

- 74 The alternatives sections of the DEIS addressed the need for a potential bike lane on 10th Avenue NE. Additionally, the mitigation measures section of the FEIS now includes 10th Avenue NE specifically.
- 75 The Transit Service Integration Plan will incorporate all forms of transit access to the station.
- 76 This should be addressed in the Sound Transit Lynwood Link Extension FEIS. This comment would be made available to Sound Transit for review.
- 77 Implementation of neighborhood parking management practices incrementally as the station subarea redevelops is recommended as mitigation in the FEIS. This would include consideration of implementing a parking management zone/residential parking zone. The City is currently evaluating parking requirements for redevelopment in the subarea. While reduced parking ratios are being considered given that people likely would drive less and use transit more, the City is taking concerns about neighborhood spillover parking into consideration as part of the parking requirements.

Other Parking thoughts:

Much will need to be studied further about the possibility of zoned surface parking for the neighborhood. As we have seen with Development in the North City area and on 12th between 175th and 180th: Though buildings have a small ratio of parking spaces to units, people still and for the foreseeable future will have cars! Not being able to park in their building and instead needing to spill over into the neighborhood is something many current residents are disappointed in and concerned about with future development.

077

Also, please work with Seattle City Light to get a commitment that the green space under the power lines will stay a green space/pathway and not become future surface parking for new development or businesses. We must protect all of the green space we have now that will be so hard to obtain years from now.

078

Other:

Undergrounding the power lines along N. 185th would help with accommodation of the sidewalks and bike lanes (not to mention the trees wouldn't have to be pruned!).

079

Recap:

All three alternatives mention that increased traffic on N. 185th might impact bike stress along this street and require separated bike facilities. The no action alternative also mentions necessity for separate bike lanes on NE 180th and 10th NE. Alternatives 2 and 3 mention Meridian's increased traffic might need a separate bike lane. We strongly suggest that we figure out the bike routes now and build the facilities, to take us into the future.

080

Specific comments from Susana Guzman and Paul Whitehill (Part of the Comments Submitted by 185SCC):

I feel very strongly that the character of Perkins Way needs to be protected. I feel that Perkins Way gaining park status would afford protection for the road to be for

081

78 The City is coordinating with Seattle City Light during the station subarea planning process and is exploring options for redevelopment under and adjacent to the power lines, including use of the corridor for green space. A previous option in Sound Transit's Lynnwood Link Extension DEIS identified the power line corridor for surface parking; however, this option was not selected by the Sound Transit board as the preferred option for station development.

79 City and Subarea Plan policies encourage undergrounding of utilities as feasible, working with the utility agencies. Undergrounding brings aesthetic and safety benefits, but may not be feasible given the size of the transmission lines in the subarea. The City will continue to coordinate with Seattle City Light to explore potential options for the power line corridor as the station subarea redevelops.

80 Comment acknowledged. The City will be exploring opportunities to fund capital projects to support neighborhood redevelopment and enhance pedestrian and bicycle access and safety. A key opportunity will result from transportation impact fees collected from redevelopment

local residents only and provide a link to the Burke/Gilman trail for continued bike access but adding room for joggers and walkers which at this time do not feel comfortable using the narrow side of the road. This in turn would add value to the surrounding area given that the density is going to increase. It would also provide a connection between Shoreline and LFP.

081

80 projects, as well as improvements that would be required of future projects.

Secondly I felt that while the transportation section covered the car and bus aspects very thoroughly, I felt that it really did not explore possible pedestrian routes (other than considering adding sidewalks). I feel that 175 street is so inhospitable.

082

81 There are no current plans to convert Perkins Way into a park. This right-of-way crosses multiple jurisdictions, including the City of Shoreline and Lake Forest Park, so it is not under sole control of Shoreline. While traffic forecasts prepared for the FEIS do not predict a major increase in vehicle traffic on Perkins Way in the vicinity of the study area as a result of changes in land use/zoning, the FEIS recommends ongoing monitoring of traffic levels on Perkins Way. The FEIS also includes a recommendation to monitor Perkins Way to determine the need for potential bicycle facilities to improve safety beyond the recently installed bicycle signage.

As a resident closer to 175 than to 185, I would love to be able to walk to the other side of the freeway (to get to the Shoreline Children's Center and to get to Ronald Bog without having to go under the freeway with all the cars. Unfortunately the thought of having to walk on 175th is untenable.

Consideration of alternative walking paths (i.e.: non- motorized pathways to get across the freeway without having to take 175th and or walking all the way up to 185th would be appreciated. Knowing neighbors that attend Cascade K8 I also know that they would love to have the ability to walk to Meridian Park Elementary. I also know several running groups use the pedestrian bridge at 195th. It is considered a destination. I would think adding a pedestrian crossing at 179th or 180th would provide a loop for people to take and get around the area without having to walk next to busy roads.

083

82 The FEIS includes additional discussion of pedestrian and bicycle impacts and potential improvement needs throughout the subarea.

Lastly, given that the parks are intended to be located within the ½ mile radius the area where I live (178th and 3rd Ave) there isn't a park for a mile. Given that one mile really is not all that far the 1 mile walk is on a non-paved side shoulder with cars zooming by at great speeds- not conducive to pedestrian traffic – (but it is far better than trying to cross the underpass at 175th).

084

83 Sound Transit is anticipating funding the retrofit of the 185th Street bridge and rebuilding of the 195th Street pedestrian/bicycle bridge to enhance connectivity to the light rail station. There is no current funding

In this instance providing a pedestrian bridge across 180th would provide a connection for Cromwell Park to the east side of the freeway and provide all the people on the eastside a park within a ½ mile. In all I support the full up-zoning to the area. But as stated, I have concerns about the losing the wonderful quality of Perkins Way by giving in to car traffic. While many would say that it is inevitable to have the traffic come through Perkins Way, I would argue that having a walk able trail will dramatically increase the value of the area and will preserve the meandering creek that can best be appreciated by non-motorized means. In summary, I support the full up zoning for the light rail.

But would like to have:

1. Perkins Way made into a park (thus restricting car traffic).
2. Have a pedestrian connection over the freeway to provide an alternative to crossing under the freeway at 175. Preferably at 180th to connect Cromwell Park to the east side of the freeway.

Comments from Merissa Reed (Part of the Comments Submitted by 185SCC):

History: Motorcycle Hill history is inaccurate in the report. Per my June 2014 interview of longtime 185th st (Motorcycle Hill) resident (since 1957) Dorothy Hyde (age 96), the name was coined from the fact that dirt motorcycle paths used to go through this forested area and men would ride up and down that hill (on dirt trails) for recreation. Later, in 1954, the area was developed into the Firview Terrace subdivision and the motorcycling days were over.

Land Use:

Preserve/Enhance the North City Park and all other greenspace. Keep the Seattle City Light open green space or use to connect the Burke Gilman to the light rail. Zoning should reflect the moderate growth predicted by the market study. Mixed

83 identified for another crossing of I-5 or for improving 175th (although intersection improvements along 175th are recommended in the FEIS.) The City will take this comment under advisement as it continues to plan for future improvements in the subarea and with the next update of the TMP.

84 The standard to have neighborhood parks located within one-half mile walking distance is a general rule of thumb and not always feasible given limited land resources and constrained budgets. However, the City would explore options for additional neighborhood parks in the subarea as it redevelops. These could occur as part of project redevelopment, including potentially at the Shoreline Center site. While the FEIS does not project significant traffic increases on Perkins Way, the City would continue to monitor conditions there. The FEIS recommends that the City continue to monitor Perkins Way to determine the need for potential separated bicycle lanes to improve safety beyond the recently installed bicycle signage.

85 See response to comment 84.

use should be concentrated around the station, on 10th and up to 15th- connecting the area to 99 seems too ambitious given the current data than the potentially sprawling design of the max growth plan. The City should aim for a "Urban Village" in this area to make it more walkable and give it a better sense of place.

089

86 See response to comment 83.

87 Thank you for clarifying the historical reference to Motorcycle Hill. The discussion in the FEIS has been corrected and expanded to reflect this information.

Traffic:

We need a mobility study done for Perkins and 188th and preventative measures taken on 188th to ensure that traffic moves safely and to minimize its use as a cut through (snaking the road, putting a stop sign in at 12th/188th, or some other alternative that would slow traffic).

090

88 The FEIS recommends preserving and enhancing North City Park as well as using the Seattle City Light right-of-way as open space to the extent allowed by the utility.

Jason Cetina

I went to the light rail workshop this evening, and I wanted to voice a concern about a couple of the alternatives for my neighborhood.

Alternatives 2 & 3 (particularly alternative 3) sort of put the area to the north of 190th St on the east side of I-5 (the area north of North City Elementary) in an isolated situation. In alternative 3, there will be more dense zoning up to 195th on the west side of I-5, and up to 190th street on my side of I-5, but then that's it. The transition from the dense housing near the light rail station will be sort of abrupt as it goes from dense housing to the school to the woods and then single family homes. As such, I believe it will be potentially difficult to either re-sell or re-invest in this isolated little pocket. I'd urge you to reconsider the island that could be created here as a result.

091

89 Alternative 4—Preferred Alternative proposes the highest level of growth and change over the long term of all the alternatives. However, the pace of growth would be expected to be the same under any of the alternatives. The preferred alternative and subarea plan focus mixed use around the potential light rail station area, but also along key corridors such as N/NE 185th Street, seen as an important connector between Aurora and North City. Creating a more walkable, urban village in the subarea is a primary objective of the plan.

If possible, I would consider rezoning all of the property north of 190th, and west of 10th (including houses on the east and west side of 10th). I would also include Sky Acres in any rezoning. This is going to be the most opportune time to reconnect this neighborhood somehow to the rest of North City, from which we are somewhat isolated.

092

90 Traffic calming is recommended for the area, as are various pedestrian and bicycle improvements, which can act to calm traffic. Limited traffic is forecast to utilize Perkins Way as a

I'd be happy to discuss this further if you are interested. Thank you for your attention to our city, and your diligence in ensuring all points of view are heard during the re-zoning process.

093

90 result of changes in land use as the primary access points would be via 5th Avenue, 1st Avenue, 185th Street, Meridian Avenue, and 175th Street.

Daniel Dale

As the DEIS comment period wraps up and you work towards making a decision about what to study in the FEIS, please work to have a balanced thought approach, about the plan that best/most realistically looks to the future, but gels with the existing neighborhoods, the topography, considers all of the other growth that will (and should happen throughout Shoreline), and focus on connecting all residents of Shoreline to the station.

094

91 The Planning Commission considered this option at the July 10 public hearing, and did include the changes you proposed in their recommendation to Council. However, during their discussions on August 11 and 25, Council decided not to include this area for potential rezone. If you would like more details about any of these deliberations, all materials and minutes or summaries are available by date on the Planning Commission and Council pages of the City's website at www.shorelinewa.gov

I have spoken to many people in the neighborhoods surrounding the station that are concerned that instead of a Moderate or Hybrid (though still quite aggressive) zoning plan that makes sense; "Density with Grace", The City Council will be transfixed by the big population gain numbers of the Most Growth plan that (though yes, over a long timeframe), doesn't do enough to protect the single family home neighborhoods, is too great of an impact on our utilities, services, future Cap. projects, and doesn't reflect spreading the impact of future development throughout Shoreline: on the Aurora corridor, 15th corridor bookends of North City and 145th, Up-zoning and growth at 145th station area, Shoreline Ballinger neighborhood opportunities for growth that will have access to existing development and amenities (and the future MLT station), as well as all of the development that will happen centered around 145th/Aurora/Westminster in addition to the future further development at 165th/Ridgecrest and 185th/Richmond Beach/Hillwood (QFC area). Please continue to consider the 185th Station area as one piece to this master plan of growth for the city. Even over a long time frame putting on the order of 30,000 more people in this small of an area may not be the best thing for Shoreline, not even over the long haul.

095

92 See response to Comment 91.

93 Thank you for your comments.

94 Comment acknowledged.

95 Under any of the three action alternatives (2, 3, or 4), the pace of growth would be expected to be the same – occurring over many decades and resulting in incremental changes. Under Alternative 4—Preferred Alternative, build-out would result in the most growth and change over the long term. Although build-out would

Much like we talked about with working to support the Garage at 185th to be on the Westside of I-5, taking this same 'spread the impact' approach for development, both around the 185th station as well as the other opportunity areas, makes the most sense in my mind and many others for Shoreline. There will still be grant opportunities, station area and neighborhood improvement opportunities, and big development opportunities in the Subarea.

096

95 take a very long time, the end result would dramatically change the subarea, and the predominantly single family neighborhood would transform over time into an urban village with mixed uses and a range of multifamily housing options.

Many developers may not want to build so close to the freeway and they will see better investment opportunities at some of the other sites around the city that will be within walking distance of existing grocery stores, shopping, Rapid Ride, Interurban trail etc. BUT still be within striking distance of the Light Rail stations. ex: Star Apts. at 152nd off Aurora as well as the proposed project just north of City hall on Midvale among many others to come.

097

96 Alternative 4—Preferred Alternative provides the most opportunity to spread the impact around the station as well as other opportunity areas.

One specific note I'd like to make about zoning along 10th Avenue. With the proposed R18 on the East side of 10th (This is the transition zoning that is used throughout the Sub Area in transitioning to R6), I'd like to suggest that we strongly consider making the first row of development on the West side of 10th to be lower, R48 or R24 all the way up 10th from 180th to 190th. This would lessen the 'canyon effect,' would provide a better height compliment to the East side that is for the most part raised up on a hill, and would then provide a better transition to all of the proposed MUR to the West.

098

97 Alternative 4—Preferred Alternative maximizes redevelopment opportunities in locations along I-5, as well as away from I-5 but still within walking distance of the station.

98 The first row of potential development on the east side of 10th Avenue NE between 180th and 190th continues to be proposed as MUR-35' (based on R-18 zoning), and the western edge of 10th continues to include MUR-85' in Alternative 4—Preferred Alternative. However, concerns about compatibility of land uses across the street can be addressed through design standards that require "wedding cake" setbacks in buildings on the MUR-85' side, orientation of buildings to side

Jay Davis

I attended the meeting on June 3rd, and received a copy of the DEIS in my email.

We have lived in Shoreline for 28 years. We are not in the affected area, but a few blocks north of it. We are actually excited about the light rail station, and hope it gets here sooner. I understand that under the State's growth plan all towns, cities, and counties must plan for the expected new residents over the coming decades.

099

The idea of concentrating the growth near the new light rail station makes very good sense.

But what doesn't make sense to me is to change the zoning in the area now, so many years before the real demand will start. I see no current demand for big apartment blocks as envisioned in either alternatives 2 or 3 until the light rail station is completed. What I see happening is a few builders buying up individual lots here and there as soon as the zoning change goes into effect, tearing down the existing house, and putting up 4 small houses on each lot. Such a piecemeal approach seems contrary to the vision in the City's plans. And will be very unpleasant for the other residents who would like to stay in their homes another 5-10 years.

And I am appalled at the plan to change the zoning of the Shoreline Center. This is a community resource that will be needed even more as the population increases.

There was some nice dancing around this at the meeting. But the comments about how long all the developing would take while builders try to acquire adjoining lots, plus a remark that the Center is "key opportunity site" makes it seem that it will be the first to go. (I told some friends who lived here in the 70's and 80's about the meeting, and they cynically said it was clear to them that the sale of the Shoreline Center must be a done deal already and everything else is window dressing. And to expect bulldozers in January. Otherwise why the rush? I hope they are wrong.)

After the meeting I was fogged nicely by one of the officials there, as he explained it belonged to the School District, and maybe they wouldn't want to sell it? Right. Turn down \$22 million for a surplus group of buildings they don't use.

I am sure the site could be re-designed to be more productive. But there is something very neighborly about a single-story sprawl of buildings with all the open space and fields around it, and all the community uses it gets.

98 streets rather than frontage along 10th, as well as other design provisions.

99 Thank you for your comments. Implementing the zoning changes in the near term would help to encourage redevelopment that concentrates growth near the new light rail station compared to the current pattern mentioned of single family homes being demolished and replaced with other single family use. The proposed zoning provisions align with the vision and policies of the City's Comprehensive Plan and the Subarea Plan.

The timeframe related to when changes would occur in the subarea is difficult to predict. Build-out of Alternative 4—Preferred Alternative is not projected for many decades, from around 80 to 125 years, assuming estimated growth rates of 1.5 to 2.5 percent per year. The FEIS also analyzes changes more likely to occur in the next 20 years to help clarify the expected level of transformation that may occur and

099

100

Patrick Ducey

I reviewed the Draft EIS of the 185th street station, and all of the maps in the document show that 195th street is open from 15th NE to the I-5 pedestrian bridge. Actually, the road right-of-way between 14th and 15th is overgrown with blackberries, and is fenced off. The road right-of-way between 10th and 11th is a steep path that is essentially a muddy goat trail. Both of these locations are not slated for improvements, but map 3-3-7 on page 3-17 shows them as part of the pedestrian routes. Please ask the contractor to correct the maps, or add the cost of improvements to the budget.

101

Tony Gale

I am in favor of increasing the hook area of NE Perkins Way to the highest density housing possible, with the buffer step down density along 15th Avenue. Also, I believe that most residents from Ballinger and Lake Forest Park will use NE Perkins Way as a main route to the 185th Street Station. So, I think it would be deemed necessary to fix this dangerous section of roadway by making it wider and including bike lanes on both sides of the road. Additionally, I want to make the Shoreline City Counsel aware of bicycle groups that use NE Perkins Way as an amateur bicycle competition route. I found a cycling web site that compares riding times. The route starts at Lake City Way and ends at the NE Perkins Way hook...at my mailbox at 1121/1123!

102

The following website shows details: <http://www.mapmyride.com/us/shoreline-wa/perkins-way-and-brookside-blvd-hill-shorcourse-1363021>.

103

99 to determine needed capital improvements so that the City and other agencies can pursue funding and budget for projects to support the anticipated growth. The level of change is expected to occur gradually over many decades.

Another reason the City would be adopting new zoning in the station area in the near term is to support transit through growth in population and ridership in the station subarea. This also would help the City, Sound Transit, and other agencies be more competitive in securing federal and state funding to make improvements and to advocate for additional bus service.

100 The School District currently has no plans or intentions for redevelopment or sale of the Shoreline Center site. Future redevelopment could include retaining the existing community functions including the play fields there while also providing new housing opportunities and mixed use within walking distance of the potential light rail station. The City of Shoreline has heard repeatedly from the community that they value the uses at the Shoreline Center, including the fields and the pool.

I lived at 1019 NE Perkins Way for five years and witnessed how busy, and dangerous, this hook area can be. While I currently live in Edmonds, I do own four properties on the hook area of NE Perkins Way that total .9 acres.

Following is a list of my properties and also a map highlighting the locations:

Parcel# 3972300194

1019 NE Perkins Way

1121 & 1123 NE Perkins Way

1024 190th Street



I believe that if the former North City school continues to be used as a school it would be ideal to have more family housing across the street, hence the high density housing designation. If it were not used as a school, townhomes or other high-density higher end solutions would support a large tax base for the city, as this complex would include view properties.

103

101 Many of the maps in the DEIS and FEIS show public rights-of-way and parcel boundaries. In some cases, there are no improved facilities within these existing rights-of-way. Potential improvements to these areas to expand the pedestrian network are included in the City's Transportation Master Plan (TMP), which is why the map in Section 3.3 indicates this potential.

102 While the Planning Commission and City Council considered the potential for upzoning this area as part of defining Alternative 4—Preferred Alternative, ultimately it was determined that this area was outside the original subarea and it would be a dramatic change to increase the zoning within the entire "hook" to a more intensive use. However it should be noted that in Alternative 4, a portion of the area would be rezoned from single family to MUR-35', which would allow for multifamily use along the Perkins Way frontage and up to the intersection.

104

103 The FEIS includes a recommendation to monitor Perkins Way for the need for potential separated bicycle lanes to enhance bicycle safety beyond

Sarah Jaynes

I think any zoning changes should occur only within a half mile of the station. Based on the studies that is the limit where most people will stop walking to the station. Right now it is all hypothetical that anyone would want to develop and that the area could support commercial (your market assessment didn't believe it could support any large commercial interests). If there is a lot of interest and the area gets fully development and it is an asset to the community zoning further out could be addressed at that later time. I used to live on Greenwood Ave. It is ugly and not functional to have lines and lines of hastily built and ugly construction. Development needs to be well thought of and a boon to the community.

I also don't like the largest growth plan. I don't believe the area could support such large scale growth and that it would hurt the character of the neighborhood.

105

the recently installed bicycle signage along the route.

104 The MUR-35' zoning proposed under Alternative 4-Preferred Alternative to the east of the North City School site would allow development of townhomes or other higher density solutions. The MUR-85' zoning proposed to the south of the school site would allow for the development of mixed use/residential buildings up to seven stories in height.

105 The level of change proposed under the action alternatives analyzed in the FEIS is generally focused within a half-mile distance of the station, including the most intensive zoning proposed of MUR-85'. However, some rezoning is proposed beyond the half-mile distance to provide good transition between multifamily land uses and single family areas. The City also is developing provisions to be added to the code to guide redevelopment so that it is aesthetically compatible and an enhancement to the neighborhoods surrounding the light rail station.

Robin McClelland, FAICP

Thank you so much for a beautifully written DEIS. It is clear, to the point, full of information, and, most of all reinforces an important truth: the redevelopment of the study area will take years, even decades to unfold and become part of greater Shoreline.

The DEIS provides the basis for a transition that will benefit our entire region. I would like to point out two areas of concern that may require further study, analysis, and mitigation.

1. Please do not assume that the Shoreline Library will automatically respond to the population growth anticipated by the residential

106**107**

106 Thank you for your comments.

zoning intensity. KCLS has its own long-range plan and, in fact, is nearing the end of capital investments throughout the system. Please consult KCLS facilities staff for detailed information on what is planned for Shoreline.

The library is an essential part of our community and is often the first stop for new residents.

Recall that the library is situated between the 145th and the 185th station areas and will be impacted by the land use changes in both areas. As a "non-city managed" public service, the library deserves to be included in the discussion of future needs.

107

107 The FEIS includes discussion about the importance of the library as a public service and resource in the growing subarea. The City would coordinate with public service providers, including the King County Library System to build awareness of the rezoning and potential growth and change, and to coordinate planning for this future.

2. Please give specific consideration to the needs of those with mobility limitations. The trek from parking on the west side of I-5 to the station may be daunting to those traveling by wheelchair, in need of a walker, cane, or service dog. It is imperative that those who cannot drive vehicles have ready, safe, and predictable access to the station and all public transportation modes.

Will services such as Access, the Hyde Shuttle or other on-demand transports have access to the station itself? If so, make it perfectly clear.

108

108 The FEIS recommends a variety of street and intersection improvements to support growth in the subarea over time. These improvements would be required to include treatments that meet Americans with Disabilities Act (ADA) accessibility standards, which would make it easier for those traveling by wheelchair, with walkers, canes, and other aides to get to and from the station and around the neighborhood. Specific access between the station and park-and-ride garage would be addressed in the Sound Transit Lynnwood Link Extension FEIS. In the 185th Street Station FEIS provisions for direct access for on-demand transport programs (such as Access and others) are recommended at the station.

Judy Parsons

I talked to you about my concern with the multi-housing zoning surrounding my house in the design that has the highest impact. I would like to know statically what would happen to the small group of homes on 10th & 11th between 175th & 180th. It would seem to me that those homes would end up being an area of less desirable location. My address is 17535 11th Ave NE, and I do have this concern.

109

109 Alternative 4—Preferred Alternative,

Anyway, I guess I want to know if there is any thought in just having all that property from 175th to 180th on 10th & 11th considered at least multi family zoned instead of in a dead zone.

109

presented in the FEIS, proposes that this area be rezoned to MUR-35', a multifamily designation that would be more compatible to the uses in the North City area to the east and the proposed MUR-45' zoning along 8th Avenue NE.

Donna Pipkin

In reviewing the area to be rezoned in the DEIS I am seeing that the Lago Vista plot (the hook) is not included. The hook is located at the west end of Perkins Way and already gets a lot of traffic. This road can be a very dangerous stretch of road and will only become more so with the impact from Light Rail. I believe that rezoning the "Hook" to high density will give us a greater chance of future redesigning of Perkins Way to create a much safe road. I hope that this will be taken into consideration in adding the "Hook" to your rezoning plan.

110

110 See response to comment 102.

111 In this FEIS, Alternative 4—Preferred Alternative analyzes a greater level of change in zoning than previously proposed under Alternative 3—Most Growth in the DEIS (now Previous Most Growth in the FEIS). This zoning would allow redevelopment of more housing and mixed use in the subarea over time, although it would be expected to happen at the same relative pace as the other alternatives studied (1.5 to 2.5 percent annual growth).

Andrew Reay-Ellers

The other night we were discussing the way that the City of Shoreline is approaching the examination of potential zoning changes in regards to the Light Rail Station Area at NE 185th. You said that it would be best if I could submit my comments in writing, so here you go:

The city has created what is being called "bookends" for the re-zoning discussion – two end points to define the spectrum and/or range of what is being discussed and considered. One end of this range is said to be the "no change" option; and the other end is the maximum of what is being examined and considered. Because the materials from the meetings on Feb 19 + 20 are not yet posted online I do not have access to detailed specifics of this "maximum" which is being discussed; but I think that we can speak to the general gist of what that proposed.

111

112 The market assessment completed for the subarea suggested that there likely would be a demand for at least 700 new housing units in the station subarea after light rail is operating (so within the next 10 to 20 years). It is anticipated that this demand would grow given the population growth of the region and adjacent Seattle, and limited capacity for growth in some of these areas as your comments have noted.

As you mentioned, there has already been some feedback that this limit of the “maximum to be considered” does not go far enough, and that a broader scope of options should be examined. I am definitely one of those who feel that a greater allowance for growth and development should be analyzed, but to do so will require that the city increase the upper end of what is considered – to “move the bookend” further out.

111

On Monday you explained that a business and real estate analysis was done on the area, and the current “bookend” represents the maximum development which can be expected in this station area for the foreseeable future. You said that the results were not as large as many people expected, because this analysis took into account the fact that in the coming decade there will be some 74 (I think you used that number) different 'Transit Hubs' developing in the Puget Sound Region, so commercial and residential growth and development can be expected to be spread amongst these many areas.

112

I feel that framing the analysis in this way leads to calculating results, which misjudge and under-value the uniqueness of the NE185th Street Station Area. The two principle factors that should be better appreciated is the higher level of stability and permanence of a rail station; and the scarce quantity of residential properties adjacent to the stations of the Light Rail System north of Seattle.

For the first part, the probable and potential amount of development near the station of fixed-guideway transit is almost not comparable to that of a bus stop, bus station, or even a transit center. The frequency and even the very presence of buses and their routes are constantly in flux, and are subject to change or even cancellation. This impermanence creates uncertainty, and that lack of certainty leaves developers and residents unsure as to the wisdom of locating in these areas. Compare that to a Rail Station with the permanence inherent to the built and installed infrastructure. Developers, residents, and businesses can all locate within a rail station sub-area with confidence in not only the enduring presence of the station, but the predictability and regularity of the service.

113

112 As you mention, the influence of the light rail station location should continue to encourage redevelopment in the subarea beyond this 20-year forecast. For this reason, Alternative 4—Preferred Alternative offers the most capacity and flexibility to support growth over the long term in the station subarea.

113 Comments acknowledged. The increase in proposed rezoning and related density under Alternative 4—Preferred Alternative provides the most capacity for change in the station subarea over time.

So any discussion of development within transit areas throughout the region needs to expect much heavier favor-ability of rail station areas. By the time Lynnwood Link is complete there will be some 22 rail stations in the Sound Transit Light Rail System, so rather than considering the potential development at 74 'transit hubs', any development analysis should focus much more on this lower number. This is especially true because although the bus system will be serving to bring riders to connect to the light rail, the strong preference of users is to locate in an area where making a connection is unnecessary. So again, the rail station areas are certain to be the much more popular sites for development, residents, and businesses.

113

And looking at that lower number of about 22 (not an exact number as several proposed stations are not yet certain) brings me to the second point which I feel the analysis did not properly consider – the existing condition and location of the various station area sites.

The development and build-out of the Light Rail System is principally moving north at this time. This is especially important because after downtown it will soon to be serving the second-largest contributor of riders to the system, the University of Washington. So with commuters needing to come and go from downtown, and from the university, they will look outwards at the station areas for potential places to live. Coming North out of Seattle, neither of the University District Stations have significant residential areas adjacent to the stations which exist, or have not already seen substantial development, so there is limited density growth potential there. The next station north, Roosevelt, has significantly up-zoned (multiple blocks to 85' and 65'), and is already seeing major construction of multiple developments all while the station is still years from opening. (in fact, the growth and development seen in Roosevelt –even in a down economy-- should serve as a lesson of what can be expected.) But growth and development even in this station area is somewhat constrained – by the high school grounds next door, to the already existent high rises and business district.

Continuing to work north, the next station will be at Northgate. With the already existing huge commercial space(s) and extensive planned parking garages, there is potential for only a small amount of additional growth within its station area. With the possibility of a station at NE 130th still an unknown, the next two stations north are those which will be within the City of Shoreline – at NE 145th, and NE185th – and neither of these station areas currently have any significant development. The city needs to realize, and the analysis of potential growth needs to recognize, this reality: **the most significant transit system in the region is going to stretch north from the two biggest drivers of ridership (workers downtown, and students & workers at UW), and the closest station areas with the greatest amount of potential growth are both within Shoreline.**

113

An examination of the two Shoreline station areas reveals a further truth: the 185th Street station has much more room and potential for growth. The 145th Street Station site is limited, just like 185th, by having Interstate 5 occupy all of the land immediately adjacent to the west – but unlike 185th, the land adjacent to the 145th Street site is further encumbered by the ramps necessary for the freeway interchange, and by the land devoted to a golf course.

114

With review of the facts above: the preference of development at rail stations; and the availability of develop-able land near the stations which are closest to serving the highest frequency destinations, it is no exaggeration to say that the NE 185th Street Station Area could very well see the greatest growth of any transit area in the region during the next decade. The City of Shoreline should plan accordingly, and would be wise to consider making the most of this once-in-a-lifetime opportunity. Done well, the station and the surrounding area has the ability to become a dynamic and vibrant area, with many new residents and services; with the station supporting the community and the community supporting the station.

115

114 Comment acknowledged.

115 See responses to comments 111, 112, and 113.

Step number one has to be to allow for the consideration of a greater amount of up-zoning which would allow for greater potential growth. Hopefully people will also remember that if Shoreline up-zones “to big”, the market will simply dictate that some buildings will be built that simply are a bit smaller than they could have been – but do too little of an up-zone and there will be pressure in the near future to re-zone again, resulting in relatively new buildings to be torn down – forcing the neighborhood to endure near-endless turmoil....

Please encourage the Planners to “move the bookend” which defines the upper end of the “maximum up-zone” option.

115

Robert Shook

I am 46 years old and have been a lifelong resident of Shoreline. I am a home owner of 15 years and live with my wife and five year old son on N. 188th street, off of 1st ave.

I was in attendance at the council meeting earlier this evening but did not feel comfortable commenting.

I am extremely displeased that the council has chosen to go with option 3 for rezoning as part of the 185th light rail station project, especially without making available the specific reasons as to why the other options were not chosen.

My impression is that the city council's goal is simply to generate as much tax revenue as possible and in the process sacrifice much of why I, and many other Shoreline residents, choose to live here. Option 3's rezoning will eventually cause Shoreline to resemble places like Ballard with its numerous condominiums, apartments, overcrowding, congestion and excess of concrete.

116

116 The FEIS studies potential rezoning alternatives, including Alternative 4—Preferred Alternative, which was not analyzed in the DEIS. Revised zoning has not yet been adopted, but is expected to be in February 2015. The proposed intensification of density around the light rail station is consistent with the City's adopted Comprehensive Plan (2012), as well as policies of the City, region, state, and federal government that call for creating equitable communities around high-capacity transit that offer a variety of housing choices and transportation options for residents.

Concentrating density around high-capacity transit also brings the benefit of shifting more travel trips to light rail and away from roadways, to help reduce congestion and other related environmental effects (air pollution, greenhouse gas emissions, noise, etc.) as a result of population growth in the region.

If I wanted my neighborhood to be filled with businesses, strip malls, apartments and overcrowded spaces, not to mention the increased crime and congestion that comes with it, I wouldn't have chosen to live in Shoreline in the first place.

I question why the city council members themselves have chosen to even live in Shoreline if their desire is to completely change the very essence and much of the community landscape. My guess is that none of the council members actually live in any of the areas that are planned to be rezoned.

The haste at which this decision has been made, and without the transparency and discussion as to why the other options fell short, is appalling.

I look forward to communicating the council's decision to my neighbors and to voting in the next council member elections.

116

117 Thank you for your comments. Please note that a new alternative is analyzed in this FEIS, Alternative 4—Preferred Alternative, which proposes a greater level of change to the subarea than Alternative 3—Most Growth, which was analyzed in the DEIS (now labeled as the Previous Most Growth Alternative in this FEIS). Alternative 4—Preferred Alternative would provide capacity for redevelopment that includes more diverse housing choices for varying income levels over time than the other action alternatives.

Jeanne Small

I like option 3 - most growth - best, followed by option 2.

Thank you for your commitment to diverse housing for varying income levels.

I am very excited about having light rail nearby.

I'm still worried about traffic on 185th - and I wish there would be another traffic light put in between Meridian and 1st.

117

118

118 The FEIS includes a number of recommendations to monitor, assess, and mitigate against potential increases in vehicle traffic along N-NE 185th Street. Requirements for access management and redevelopment along the corridor may reduce the number of curb cuts (by orienting access to new development from side and rear streets), which would help to enhance overall traffic flow in the corridor.

Amy Walgamott

I would like to officially submit my comments on the 185th SA DEIS.

1. Alternative 2 is the best option. It allows planable growth and density around the station but doesn't completely alter the existing neighborhood. Buildings up to 145 feet tall, such as proposed in Alternative 3, would not fit at all into this residential neighborhood that has nothing now around it at that scale. I would propose a height limit of 65 feet in Alternative 2 (this is similar to the Roosevelt SA) and is a more livable scale). (This height limit only if residents in the immediate area agree with Alternative 2 rather than 1).
2. Any public services to be removed for development should be moved or rebuilt PRIOR to being removed. In other words, if the Shoreline Center will be redeveloped, the city needs to make sure they can offer the services people receive at the location (pool, recreation center, playing fields, senior center, auditorium, park) at another place before they lose the services.
3. The city should NOT use existing green spaces within the SA to relocate services or allow any existing green spaces for redevelopment. As density grows, the city must provide MORE green spaces.
4. The city should have specific provisions for retaining large existing trees (more than the city currently has, which allows owners to cut all trees within 4 years). Retaining large trees should be a top priority (not replacement).
5. Mitigation for impacts of the light rail and rezoning need to be addressed BEFORE construction and rezoning. In other words, traffic issues should be dealt with now, as well as environmental damages foreseen. I would like

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119 Thank you for your comments. This FEIS analyzes Alternative 4— Preferred Alternative, which includes a number of changes from the previous action alternatives studied in the DEIS. The new alternative assumes that the 140-foot height could be implemented through development agreements as a bonus incentive in any area zoned MUR-85' and assumes that approximately 25 percent of the areas zoned MUR-85' may be built to this height (at full build-out) based on market constraints and the estimated demand for housing and mixed use in the subarea.

The MUR-85' allows a maximum building height of 85 feet (except when development agreements are implemented allowing up to 140 feet buildings). The proposed MUR-85' zoning designation was proposed after consultation with local developers and architects who indicated that this height may be realistic redevelopment given potential future market and financial considerations (but not likely in the near term). The 85-foot height allows a building type known as "5 over 2" (five levels of wood-frame construction over a two-level concrete podium base).

the city to spell out to people how they can hold the city accountable if the city fails to properly mitigate.

123

120 There are no current plans to remove or relocate the current community services at the Shoreline Center. The subarea plan suggests that in the future, there could be an opportunity to retain these uses at the site while also redeveloping portions of the site into more intensive housing and mixed use development that would be more supportive to the high-capacity transit station. The pool could be retained or redeveloped into a new more energy-efficient recreation center at the site. The play fields could be retained while other portions of the site could be redeveloped with multi-story buildings. The School District has no current plans for redevelopment or sale of the site. They intend to complete a master plan to analyze long term potential for the site. The City of Shoreline has heard repeatedly through this process that the community values the current services at the Shoreline Center site.

6. How will the city make sure developers build in a style the current residents prefer? OTAK has shown photos of potential structures and asked for feedback on them. But how can the city guarantee or even strongly encourage that developers build these preferred types of structures rather than boxes such as along Lake City Way? I would like to see a code that clearly describes these guidelines available to the public.

124

Jesse Walters

Here are some of my thoughts on the North LR system.

Now that the US is experiencing more affordable gas and more available alternative fuel (electric) vehicles, our tendency here to prefer independence in travel and time management has more of a supporting framework.

125

It is my hope that the Pacific Northwest continues to prosper and improve without the need for growth for its own sake. Population growth is projected to level off.

When there are large scale projects it is my hope that the impact be kept to a minimum to sustain traditional neighborhoods and a connection to family and neighbor ties. If forced to choose, I go for sprawl over concentration or congestion.

126

Specific to this project I would like to see plans that include state of the art dedicated secure covered (perhaps stacking or elevator shelf parking pods for bicycles, mopeds and scooters, to provide an incentive for low impact transportation. A rail system generally takes up a lot of space in relation to the number of travelers per square foot on it at a given time. For more appropriate modal comparison, this statistic could be further charted by average traveler speed.

127

121 Existing parks in the City are important for serving the potential future growth envisioned. The FEIS recommends that new parks and green spaces be created as part of redevelopment in the future to continue to serve the growing

I found this picture and website in a quick Google search of anything stack parking related, the mechanical forklift style looks economical.

<http://www.alibaba.com/car-stack-parking-system-promotion.html>

The rotary ones would probably be more demanding of proprietary maintenance and parts.

Access: N of 177th 8th NE avenue is wider and less populated than most adjacent N/S streets, more conducive to development/travel. I would really rather see a station at Ballinger (1/2 block off on SE side) than near traditional residential neighborhoods. A park-like setting at the station with benches, picnic tables, swings and gardens would be nice.

127

neighborhood in the future.

122 The City is considering potential provisions that would be required as part of redevelopment in the subarea. These would be adopted as part of the 185th Street Station Subarea Plan in the coming months. Residentially-zoned projects in the MUR-35' and MUR-45' zones would be subject to tree preservation and replacement standards.

128

123 The purpose behind completing the DEIS and FEIS analyses, along with developing the subarea plan is to ensure that growth and change are adequately planned for and supported in the subarea. This includes identifying improvement needs to support the next 20 years of growth and then regularly re-evaluating these needs as part of the City's Comprehensive Plan update process in the coming years. The FEIS identifies recommended mitigation measures to be provided by various entities, through capital improvements completed by the City and other agencies, as well as through requirements of redevelopment. Mitigation associated with the light rail system would be provided in the Lynnwood Link Light Rail Extension FEIS.

- 124 The City is currently working on updated Code provisions that would help to guide the design of urban form and building character in the subarea over time. These include standards for building dimensions, design, and transitions between sites and uses. Code provisions use illustrations to help convey what is intended and are available in the Planned Action Ordinance for the 185th Street Station Subarea Plan.
- 125 Thank you for your comments. It is important to note that Seattle was one of the fastest growing cities of its size in 2013 (with a 2.8 percent increase in population in one year). Population of the region is expected to continue to increase in the coming years. Planning at the local and regional levels is addressing this anticipated growth through plans and policies, such as this plan which calls for implementing higher density around high-capacity transit stations.
- 126 If growth is not managed smartly through well-planned changes in density served by transit systems, there is the potential that sprawl would impact the character, values, and quality of life in the Pacific Northwest.

- One of the key objectives of the subarea plan is to guide growth of neighborhoods in a way that creates family-friendly housing choices for a variety of income levels and with neighborhood services, parks, and infrastructure that would support this growth.
- 127 Bicycle parking is planned for the potential light rail station location and also would be required as part of new redevelopment projects in the subarea. Parking for other types of vehicles would be accommodated within the park-and-ride garage planned by Sound Transit to serve the station. The details of design for parking at the station (for vehicles and bicycles) are in development. A bike share program is recommended as a transportation demand management tool.
- 128 The Sound Transit Board identified the preferred locations of the 185th Street Station and other light rail station locations in November 2013. This was after publication of the Lynnwood Link Extension DEIS, which studied multiple options and gathered public and agency input through a formal public review process.

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